

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
October 10, 2024, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Dan Distler, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Kyle Lamb, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Jason Theakston, Washington County Planning
- Josh Spano, Westmoreland County Planning
- Stephen Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Ed Typanski, Pittsburgh Regional Transit
- Jaclyn Karolski, Allegheny County Department of Economic Development
- Mary Kramer, Greene County Planning
- Savannah Grooms, Washington County Planning
- Becky Butler, Washington County Planning
- Nathan Clair, Westmoreland County Planning
- Brandon Coticchia, City of Pittsburgh
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Kenana Zejcirovic, FHWA
- Adam Mattis, DCNR
- Matthew Kelley, CDR Maguire
- Steve Hetrick, Iteris, Inc.
- Andy Waple, AECOM
- Domenic DeFazio, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Stephanie Ma, PennDOT District 11-0
- Jason Zang, PennDOT District 11-0
- Angela Baker, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Ryan Gordon, SPC Staff
- Lillian Gabreski, SPC Staff
- Anthony Hickton, SPC Staff
- Chuck Imbrogno, SPC Staff
- Devon White, SPC Staff

- Indicates TTC voting member

Attendees Cont'd:

Belachew Ayele, SPC Staff
 Dan Bernazzoli, SPC Staff
 Emily Clarvit, SPC Staff
 Ronda Craig, SPC Staff
 Chris Jaros, SPC Staff
 Mason Secreti, SPC Staff
 Greg Shermeto, SPC Staff
 Sara Walfoot, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**

Ryan Gordon called the meeting to order at 10:02 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on September 19th TTC Meeting Minutes**

A motion was made by Jeff Skalican and seconded by Kyle Lamb to approve the minutes of the September 19th TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office, Program Center Report from Brandon Leach, PennDOT Central Office and Kenana Zejcirovic, FHWA**

Kenana began the Federal Highways report with a discussion on new discretionary funding, beginning with the National Scenic Byways program, in which \$26.9 million will be available for funding until December 16th. There is also the Nationally Significant Federal Lands or Tribal Projects Program, which is currently open until October 16th, and the Low Carbon Transportation Materials Program, which is open until November 25th. Kenana mentioned that there is also a request for information to solicit feedback on medium and heavy-duty electric charging technologies and infrastructure needs, with a public comment deadline of November 12th. She also mentioned that there are three upcoming webinars that are open to MPOs and municipalities: one on October 17th on Carbon Reduction strategies, from planning to implementation, one on October 22nd for project acceleration for the public good, and also on October 22nd a webinar on revolutionizing roadway condition assessment with AI modeling. Kenana mentioned that the links to all these programs and webinars will be sent out in an email after the meeting.

Brandon Leach first discussed an update to the Multimodal Transportation Fund, which provides financial assistance to municipalities, COGs, businesses, economic development organizations, public transportation agencies, and rail entities. This program seeks to enhance communities, pedestrian safety, and transit revitalization. The program opened on September 23rd, and applications are open until November 5th, after which recipients will be announced in Summer 2025. Next, Brandon discussed NEVI funding, which the final guidance was just released, outlining the implementation of the National Electric Vehicle Infrastructure community charging program. MPOs will begin to develop priority lists, which will be identified in the upcoming months, and will be submitted to PennDOT not later than June 30th of next year. That leaves nine months to go over stakeholder engagement and focus in on priority locations for the NEVI program around the SPC region. The NEVI program has focused in on the alternative fuel corridors so far, but now can focus

on community-specific locations which address the greatest needs for community charging. Brandon also mentioned that the NEVI community survey, a main component of gathering such information, will close on October 11th, so if anyone has not provided information and would like to do so, time is almost up.

Brandon lastly spoke about August Redistribution, which is the effort every year to obtain more obligation authority, which allows the State to spend more federal dollars that were previously enabled. This does not bring additional funds to the region, just the ability to spend more funds in one fiscal year, freeing up the ability to spend more funds in subsequent fiscal years. Pennsylvania received over \$400 million in August Redistribution funds for the 2024 fiscal year, and all three districts were able to move some projects to make funding available because of the August Redistribution. Before the action on modifications, each district will review the projects in which they received more obligation authority, in order to open up more funding for fiscal year 2025 and beyond. Arthur Cappella asked Brandon a question on the ARLE grant program, which were submitted in the Summer, and when the grant announcements for those projects may be. Brandon mentioned that they will be announced in January of 2025.

5. **Action on Modifications to the 2025-2028 TIP**

A. 2025-2028 TIP Introduction

Ryan Gordon introduced the 2025-2028 TIP, in which he discussed the development of the Tip over the past year and a half. The TTC approved the project list for the TIP back in March, and that list proceeded to air quality conformity and to the public involvement and public comment period, which was then adopted by the commission at the end of June. SPC submitted the final documentation in July, which was then forwarded to FHWA, FTA, and the EPA for Federal approval. This approval was received on September 30th, and now we have the first opportunity to make modifications to the chart since March. Ryan mentioned that the Federal Findings for the Statewide TIP, which FHWA and FTA reviewed and gave recommendations on, is also included in the final packet for today's meeting, and highlights commendations, recommendations, and corrective actions for all TIPs in Pennsylvania. There were three commendations, which were for BIL implementation, planning and environmental linkages, and UPWP developments. There were five recommendations, which were in the areas of safety, planning and programming, transportation performance measures, and transportation management, long range transportation plans, transit planning agreements, and transit coordination. There were zero corrective actions noted.

B. August Redistribution

Domenic DeFazio went over the two projects for District 10-0 which received advancement of funding through August redistribution. The first project was the US 422 County Line East PM project, which advanced \$6,034,515 in NHPP funding to FY2024. The second project was the Three Degree Road Intersection project, which advanced \$224,378 of STU funds, \$5,057,685 of NHPP funds, and \$260,256 of STP funding to FY2024.

John Quatman went over the one project for District 11-0 which received advancement of funding through August Redistribution. The one project was the SR 4003 – East Street to Babcock Boulevard project, which advanced \$7,183,441 in STP funding to FY2024. John also went over the three Interstate projects for District 11-0 which received advancement of funding through August Redistribution. The first project was the I-79,

Campbells to Moon Run project, which advanced \$6,471,423 in NHPP funds to FY2024. The second project was the I-79, Churchill to Monroeville project, which advanced \$42,000,000 in NHPP funds to FY2024. The third project was the I-376, Commercial Street Bridge project, which advanced \$2,208,582 of sNHPP funds to FY2024.

Angela Baker went over the five projects for District 12-0 which received advancement of funding through August Redistribution. The first project was the Cast Iron Bridge project, which advanced \$4,869,156 in BRIP funding to FY2024. The second project was the Salina Bridge project, which advanced \$21,033,603 in STP funding to FY2024. The third project was the PA88 Fredrickstown Preservation project, which advanced \$1,020,000 in STP funding to FY2024. The fourth project was the LVTIP: PA 819 to Norvelt (PA 981-Q20) project, which advanced \$1,000,000 in STU funding to FY2024. The fifth project was the Bebout Road/East McMurray Road Intersection project, which advanced \$1,169,422 in STU funding to FY2024.

C. PennDOT District 10-0

Domenic DeFazio went over the one amendment and five administrative actions for PennDOT District 10-0. The one amendment was for the replacement of the structure carrying SR 3007 (Meridian Road) over Connoquenessing Creek, located in Penn Township, Butler County. The district requests to add final design, utilities, and right-of-way in FFYs 2025 and 2026 with the sources of funding coming from the Yellow Creek Bridge #2 project, the General Butler Bridge PM project, and the SPC District 10 Highway/Bridge Line Item. The first administrative action was for the restoration of the structure carrying US 422 eastbound over SR 4422 (Ben Franklin Road), SR 4005 (Indian Springs Road), SR 3035 (Old Route 119 Highway), and the Buffalo and Pittsburgh Railroad, located in White Township, Indiana County. The district requests to add final design in FFYs 2025 and 2026 and utilities and right-of-way in FFY 2025, with the source of funding coming from the Three Degree Road Intersection project. The second administrative action was for the replacement of the structure carrying SR 3031 (McIntyre Road) over Blacklegs Creek, located in Young Township, Indiana County. The district requests to add utilities and increase right-of-way in FFY 2025, with the source of funding coming from the SR 3007 over Marshall Run #1 project.

The third administrative action was for the replacement of the structure carrying PA 286 over a tributary to Cherry Run, located in White Township, Indiana County. The district requests to add utilities in FFY 2025, with the source of funding coming from the SR 3007 over Marshall Run #1 project. The fourth administrative action was for the replacement of the structure carrying PA 138 (Euclid Road) over a tributary to Muddy Creek, located in Clay Township, Butler County. The district requests to add right-of-way in FFY 2025, with the source of funding coming from the SR 3007 over Marshall Run #1 project. The fifth administrative action was for slide correction at various locations along SR 3007 from Railroad Street to Smith Road, located in Penn Township, Butler County. The district requests to add final design in FFY 2025 for a consultant to review and approve the right-of-way plan, with the source of funding coming from the Three Degree Road Intersection project.

Josh Krug made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Jason Theakston. The motion was approved unanimously.

D. PennDOT District 11-0

John Quatman went over the ten amendments and sixteen administrative actions for PennDOT District 11-0. The first amendment was for a bridge replacement project, located on Cemetery Road over Block House Run in Pulaski Township, Beaver County. The district requests to add a preliminary engineering phase by \$300,000 (BOF) in FFY 2025 to initiate design, with the source of funding coming from the Bridge-Allegheny County line item. The second amendment was for intersection pedestrian improvements, located at the intersection of Camp Meeting Road and Beaver Street in Leetsdale Borough, Allegheny County. The district requests to add a preliminary engineering phase by \$600,000 (BRIP) in FFY 2029 to capture for future design and to add a construction phase by \$850,000 (SXF) and by \$212,500 (LOC) in FFY 2027 for anticipated project letting. The source of funding will come from a 2024 Community Project Funding award. The third amendment was for the implementation of countermeasures to mitigate vulnerable road user crashes and improve safety for vulnerable road users, located at various locations identified in District 11's Strategic Highway Safety Plan throughout Allegheny, Beaver, and Lawrence Counties. The district requests to add a construction phase by \$635,000 (HVRU) in FFY 2025 for anticipated letting, with the source of funding coming from the SPC Regional Safety line item.

The fourth amendment was for construction of a pedestrian trail as part of Erie to Pittsburgh Trail system, located at Brackenridge Memorial Park and riverfront property along E 1st Avenue in Brackenridge Borough, Allegheny County. The district requests to add a construction phase by \$284,445 (TAU) in FFY 2025 for a scheduled letting, with the source of funding coming from the SPC Regional TAU line item. The fifth amendment was for increasing publicly accessible EV charging at parks, parking facilities, and at curbside locations to provide equitable charging access in areas with multi-unit dwellings, located throughout the City of Pittsburgh in Allegheny County. The district requests to add a construction phase \$2,396,496 (CFI) and \$599,124 (LOC) to TIP in FFY 2026 per Program requirements, which will be sourced from a Round 1B Charging and Fueling Infrastructure (CFI) grant. The sixth amendment was for the transformation of the Penn Ave - Shady Ave intersection into a primary gateway to the East Liberty Transit Station and bridge the divide between 2 neighborhoods - the East Liberty Business District and the Bakery Square, located at the intersection of Penn Avenue and Shady Avenue in the East Liberty Neighborhood of the City of Pittsburgh, Allegheny County. The district requests to add a study phase by \$2M (RCP) and \$750K (LOC) to TIP in FFY 2025 to initiate the study, which was funded by a 2023 RCP Planning Grant award.

The seventh amendment was for a slide remediation project, located on SR 48 (Long Run Road) in the City of McKeesport, Allegheny County. The district requests to add a construction phase by \$900,000 (NHPP) in FFY 2026 and \$1,050,000 (NHPP) in FFY 2027 for a scheduled letting, with the source of funding coming from the Betterment Reserve line item. The eighth amendment was for a pavement resurfacing project, located on Babcock Boulevard from Three Degree Road to Evergreen Road in McCandless and Ross Townships, Allegheny County. The district requests to advance the preliminary engineering phase by \$600,000 (STU) and \$150,000 (LOC) to FFY 2025 from TYP to initiate design, with the source of funding coming from and being placed into the Betterment Reserve line item. The ninth amendment was for a feasibility study for a road diet, located on Grand Avenue between Neville Road and Coraopolis Bridge in Neville Township in Allegheny County. The district requests to add a study phase by \$160,000 (STU) and \$40,000 (LOC) in FFY 2025 to initiate design, with the source of funding coming from the Betterment Reserve line item. The tenth amendment was for a safety improvement project, located at the intersection of SR 3017, Pleasant Drive and SR 3007, Brodhead Road in Center Township, Beaver County. The district

requests to add a preliminary engineering phase by \$504,000 (STU) in FFY 2025 to initiate design, with the source of funding coming from the SPC Smart Transportation Initiative line item.

The first administrative action was for intersection improvements, located at the intersection of State Route 4011/4075 (Rochester Road) and State Route 4021 (Lowries Run Road) in Ross Township, Allegheny County. The district requests to add a preliminary engineering phase by \$650,000 (HSIP) in FFY 2025 to initiate design, with the source of funding coming from the final design, utilities, and right-of-way phases of the project. The second administrative action was for the development and construction of a roundabout, located at the intersection of SR 4012 (Gass Road/Union Ave/Highland Road) and SR 4014 (Gass Road) in Ross Township and Westview Borough, Allegheny County. The district requests to add a preliminary engineering phase by \$611,100 (HSIP) in FFY 2025 and by \$38,900 (HSIP) in FFY 2026 to initiate design, with the source of funding coming from the final design, utilities, and right-of-way phases of the project. The third administrative action was for intersection improvements and enhancements, located at the intersection of SR 3010, Logan Road, Irishtown Road, and Patterson Road in Bethel Park Borough, Allegheny County. The district requests to add a preliminary engineering phase by \$300,000 (HSIP) in FFY 2025 and by \$350,000 (HSIP) to initiate design, with the source of funding coming from the final design, utilities, and right-of-way phases of the project. The fourth administrative action was for the development and construction of roundabout, located at the intersection of SR 51 (South Jordan Street) and SR 151 (Laurel Road) in Hopewell Township and South Heights Borough, Beaver County. The district requests to add a preliminary engineering phase by \$722,600 (HSIP) in FFY 2025 and by \$7,400 (HSIP) to initiate design, with the source of funding coming from the final design, utilities, and right-of-way phases of the project.

The fifth administrative action was for a bridge rehabilitation project, which carries 28th Street over Conrail RR and East Busway, in the City of Pittsburgh, Allegheny County. The district requests to add final design by \$1,120,000 (BOF), \$210,000 (183), and \$70,000 (LOC) and to add right-of-way by \$80,000 (BOF), \$15,000 (183), and \$5,000 (LOC) in FFY 2025. The source of funding come from and be placed into the Swinburne Bridge project. The sixth administrative action was for a bridge replacement project, located on Frazier Street over the CSX Railroad and Saline Street in the City of Pittsburgh, Allegheny County. The district requests to add the final design phase by \$960,000 (BOF), \$180,000 (183), and \$60,000 (LOC) in FFY 2025 and add a right-of-way phase by \$300,000 (BOF), \$56,250 (183), and \$18,750 (LOC) in FFY 2026 & 2027. The source of funding will come from the Pittsburgh City BPRSF and Bridge- Allegheny County line item. The seventh administrative action was for a safety improvement project, located from Lawrenceville to Highland Park in the City of Pittsburgh, Allegheny County. The district requests to remove the preliminary engineering phase by \$400,000 (CAQ) and \$100,000 (LOC) from FFY 2027. The district also requests to advance the final design phase by \$240,000 (CAQ) and \$60,000 (LOC) to FFY 2027 for current schedule, as well as add a right-of-way phase by \$80,000 (CAQ) and \$20,000 (LOC) in FFY 2027 to cover right of way tasks. The source of funding will come from the same projects preliminary engineering phase.

The eighth administrative action was for a safety improvement project, located Lawrenceville to Highland Park in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$1,456,000 (CAQ) and \$364K (LOC) in FFY 2029 for current estimate, with the source of funding coming from the SPC CMAQ Line Item. The ninth administrative action was for a safety improvement project, located on SR 3003, Washington Pike between SR 3006 (Boyce Road) and Alpine Road in South Fayette Township, Allegheny County. The district requests to add a final design phase by \$500,000 (CAQ), a utility phase by \$400,000 (CAQ), and a right-of-way phase by \$750,000 (CAQ) in FFY 2025 to cover anticipated costs. The

source of funding will come from the same project's Construction phase (based on current schedule) and SPC CMAQ line item. The tenth administrative action was for pedestrian scale lighting, ADA ramps, sidewalk with curb reveal, crosswalk and curb extension around 3 schools, located at Pittsburgh Arlington School (2 intersections), Propel Hazelwood (3 intersections) and Pittsburgh Faison School (3 intersections) in the City of Pittsburgh, Allegheny County. The district requests to add a construction phase by \$220,000 (TAP) in FFY 2025 for a scheduled letting, with the source of funding coming from the Central Office's TAP Reserve line item. The eleventh administrative action was for Diesel Emissions Reductions and Alternative Fuel Technologies, located in Multiple Municipalities throughout the SPC Region. The district requests to remove the construction phase by \$500,000 (CAQ) in FFY 2026 and reduce by \$475,000 (CAQ) in FFY 2027, as the funds were captured on previous TIP. The funding will be placed back into the SPC CMAQ line item.

The twelfth administrative action was for the stabilization of slope, improvements to drainage, and replacement throughout state route, located on SR 3074 Ewing Mill Road in Robinson Township, Allegheny County. The district requests to add a final design phase by \$365,005 (581) in FFY 2025 to cover final design tasks, with the source of funding coming from the Betterment Reserve line item. The thirteenth administrative action was for a bridge replacement project, located on SR 4005, River Rd, over tributary to Shenango River in Pulaski Township, Lawrence County. The district requests to add a final design phase by \$400,000 (BOF), a utility phase by \$50,000 (BOF), and a right-of-way phase by \$50,000 (BOF) in FFY 2025 for consultant design estimate (FD), cover anticipated impacts (UTL), and ROW plan/other tasks (RW). The district also requests to defer the construction phase by \$1,200,000 (BOF) in FFY 2025 to FFY 2026 for current project schedule. The funding will come from and be placed into the Bridge-Allegheny County line item.

The fourteenth administrative action was for a signal improvement project, located at various locations in Allegheny, Beaver and Lawrence Counties. The district requests to defer the construction phase by \$1,500,000 (CAQ) and \$375,000 (LOC) from FFY 2025 and 2026 to TYP for current project schedule, with the source of funding coming from the SPC CMAQ line item. The fifteenth administrative action was for a safety improvement project, located on SR 51, Clairton Blvd, from Peters Creek Road to Provost Road in the City of Pittsburgh, Baldwin, Brentwood, Jefferson, Pleasant Hills and Whitehall Boroughs, all within Allegheny County. The district requests to add a construction phase by \$200,000 (CAQ) in FFY 2025 for AC conversion that could not be processed in previous FFY, with the source of funding coming from the SPC CMAQ line item. The sixteenth administrative action was for the reopening of a previously closed portion of Sylvan Avenue for pedestrian and bicycle traffic, located in the Hazelwood/Greenfield neighborhoods in the City of Pittsburgh, Allegheny County. The district requests to add the project to TIP by \$1,763,824 (411) in FFY 2026 for current project schedule, with the source of funding coming from the Statewide Multimodal Reserve (102893) line item.

Arthur Cappella made a motion to approve the administrative actions from PennDOT District 11-0, which was seconded by Ann Ogoreuc. The motion was approved unanimously.

E. PennDOT District 12-0

Josh Theakston went over the five administrative actions for PennDOT District 12-0. The first administrative action was for the replacement of the structure carrying Township Road-629 over Bates Fork, located in Morris Township, Greene County. The district requests to add a construction phase on the 2025 TIP in FFY

2025 using Federal sSTP and STP funds, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508) and from the SPIKE program that are additional to the region. The second administrative action was for the replacement of the structure carrying SR 7421 (Fourth Street) over Conrail Railroad, located in North Irwin Borough, Westmoreland County. The district is requesting to add a construction phase on the 2025 TIP in FFY 2025 using Federal BOF funds, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508); and SXF funds that are additional funds to the region. The third administrative action was for bridge bearing preservation activities to various structures in various municipalities, located districtwide. The district is requesting to add a construction phase on the 2025 TIP in FFY 2026 using State A-185 funds, with the source of funding coming from the construction phase of MPMS# 117559 (Expansion Dam Contract 2027). The fourth administrative action was for preservation activities for the structure carrying SR 1014 (Torrance Road) over MaGee Run, located in Derry Township, Westmoreland County. The district requests to adjust the construction phase funding on the 2025 TIP in FFY 2025 and FFY 2026 using State A-185 funds, with the source of funding coming from the construction phase of MPMS# 74437 (SR 1014 over McGee Run). The fifth administrative action was for the rehabilitation of Penn Weir Road Bridge (Harmon Creek #7) over Harmon Creek, located in Hanover Township, Washington County. The district requests to add a construction phase using Act 13 funds to the 2025 TIP for use by the county.

Josh Spano made a motion to approve the administrative action from PennDOT District 12-0, which was seconded by Arthur Cappella. The motion was approved unanimously.

6. **CMAQ Performance Plan Mid-Performance Period Report**

Chuck Imbrogno gave a presentation on the CMAQ Performance Measures, more specifically the PM3 System Performance Measures 2021-2025 Mid-Term Update, which tracks progress towards our 2023 and 2025 performance system targets. FHWA requires states and MPOs to track performance on different measures; Five Safety Measures, or PM1, Six System Condition Measures, or PM2, and Six System Condition Measures, or PM3. Three of the PM3 targets are State targets and are due in the spring, which 3 are CMAQ targets, and they are due from the MPOs in the fall, every two years. These three CMAQ performance measures are Annual Hours of Peak Hour Excessive Delay (PHED), Percent Non-Single Occupancy Vehicle Travel (non-SOV) and On-Road Mobile Source Emissions Reduction – CMAQ Funded Projects. The process established in the Federal Rules specify that State DOTs and MPO's must cooperatively calculate baseline performance and set performance targets every 4 years, while monitoring progress towards targets, and reporting this progress to USDOT every two years. The targets are reviewed and updated every two years, if needed. In October 2022, SPC set the baseline 2021 targets, so this report is the two-year progress report for the measures.

The three performance measures (PHED, Non-SOV, and Total Emissions Reduction) were due to be reported to PennDOT and USDOT on October 1st, and SPC prepared status reports on 2023 and 2025 targets. The draft report was sent to PennDOT on September 30th, and SPC has action scheduled for the commission on October 28th to approve the targets. Chuck then went over the PHED targets, which had a 2021 baseline of 9.3 annual hours of peak hour delay per capita, with a set target of 11.8 annual hours of peak hour delay per capita, and a 2023 2-year target of 10.5. The 2023 actual number was 11.6, slightly higher than the target number, so the 2025 4-year target will remain the same number of 10.5 in the hopes that it trends downward. The Non-SOV target set in 2021 for a percent of non-SOV travel in the region was 27.6%, and the 2023 2-year target was set at 27%. The 2023 actual percent of

non-SOV travel was 31.8%, boosted by the larger work from home numbers which began during COVID. Because these numbers are expected to reduce over the next few years, the 2025 target was also kept the same, remaining at 27%.

Chuck next went over the CMAQ Emission Reduction measures, which look at VOC emissions, NOx emissions, PM2.5 emissions, PM10 emissions, and CO emissions. The VOC emissions had a baseline of 95.63 kg/day, with a two-year reduction target of 35.58 kg/day. The actual two-year emission reduction was only 27.60 kg/day, which did not meet the target emission reduction. The four-year target, however, will stay the same at 71.16 kg/day emission reduction. The NOx emissions had a baseline of 276.13 kg/day, with a two-year emission reduction target of 92.64 kg/day. The actual two-year emission reduction was 667.43 kg/day, which met the target emission reduction. The four-year target will remain at 185.27 kg/day. The PM2.5 emissions had a 2021 baseline of 13.23 kg/day, with a two-year emission reduction target of 4.88. The actual two-year emission reduction was 17.67 kg/day, which met the target emission reduction. The four-year target will remain at 9.76 kg/day. The PM10 emissions baseline, two-year target, actual two-year reductions, and four-year emission reduction target were all at zero, which meets the targets. The CO emissions had a baseline of 376.88 kg/day, with the 2-year emission reduction target at zero. The actual two-year emission reduction was zero, meeting the target, and the four-year target will remain at zero.

Josh Krug made a motion to approve and advance the performance measure targets for commission consideration, which was seconded by Jeff Skalican. The motion was approved unanimously

7. **UPWP Development Update**

Ryan Gordon gave an update to the development of the 2025-2027 UPWP, of which has been finalized and will now be submitted in the next week to PennDOT for review. Ryan mentioned that once its submitted, SPC will give a presentation at either the November or December TTC meeting to review the major milestones and work inside the work program for the next two years, and then the UPWP will be adopted by the Commission at the December meeting, which then will go out for a 30-day comment period in which FTA and FHWA will review and provide comments as well.

8. **Competitive Program Kick-Off Meetings Update**

Greg Shermeto gave an update to the kick-off meetings for the Competitive Program, which is for any new project selected for the competitive programs (TASA, CMAQ, CRP, and STLC) during the 2025 TIP. These meetings are for project sponsors to meet with PennDOT officials and programming and project managers to go over the initial stages of each project. Currently SPC has held eight meetings so far, with another five needed to be scheduled, two in District 10-0 and three in District 12-0. Greg mentioned that if you have been requested to send over available dates to SPC, please do so as soon as possible so we can schedule those remaining meetings.

9. **Other Business/Status Reports**

There was no other business to report.

10. **Adjourn**

A motion to adjourn was made by Arthur Cappella and seconded by Jeff Skalican. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:31 AM.